



John F. Lynch and wife Mildred at the MPA Convention in Lewistown in 1975, when he was presented with the Senior Pilot of the Year Award. Awarded by the MPA.

**MONTANA and the SKY**

**MONTANA**  
**DIVISION OF**  
**AERONAUTICS**

Vol. 27 — No. 1

January, 1976

## SPECIAL NOTICE TO PILOTS GREAT FALLS, MONTANA VFR RADAR TRAFFIC ADVISORIES

By: E. POTE BORROW, Assist. Chief Great Falls RAPCON, Malmstrom AFB

To help the Great Falls Approach Control Facility (RAPCON) in reducing frequency and traffic congestion, the following frequency allotments have been made. To assist the change, we would like to advise our users to mark their Great Falls information charts, etc., as follows:

When arriving or departing the Great Falls terminal area **NORTH** of a line  $270^{\circ}$  radial/ $090^{\circ}$  radial of Great Falls VOR (115.1), contact Great Falls Approach/Departure Control on **118.1** for radar advisory service.

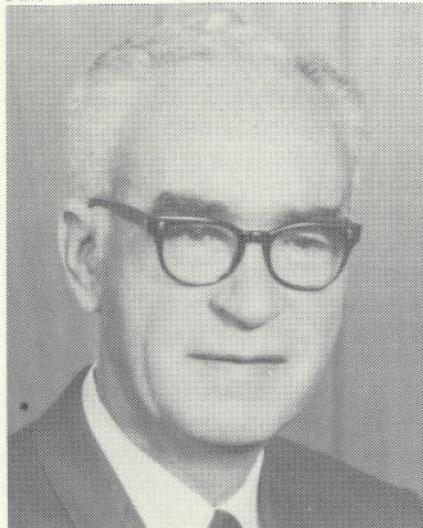
When arriving or departing the Great Falls terminal area **SOUTH** of a line  $270^{\circ}$  radial/ $090^{\circ}$  radial of Great Falls VOR (115.1), contact Great Falls Approach/Departure Control on **121.1** for radar advisory service.

Briefly: if you fly **NORTH** of a line east and west of Great Falls VOR

if you fly **SOUTH** of a line east and west of Great Falls VOR

### 121.1

The above will be incorporated in the next Airman's Information Manual.



**JOHN F. LYNCH**  
**LYNCH FLYING SERVICE**  
**BILLINGS, MONTANA**

The flying career of John F. Lynch began July 4, 1934. John received his first dual instruction from his older brother Leonard in a Curtis Robin OX5 which was the first Lynch airplane. During the years 1935, '36 and '37 John flew the Barling NB3,

OX-5 Airking, Waco 9, Curtis Pusher and Curtis Great Lakes Trainer. John received his commercial license in 1939 and purchased a new Taylorcraft in February, 1940. During 1939 and 1940 he operated and instructed flying clubs in Cut Bank, Conrad and Shelby and was an instructor for Etchart Flying School at Havre the summer of 1940. In September, 1940 John contracted with the Montana State College in Bozeman for the C.P.T. program and flew his first student on this program October 16, 1940. He received his multi-engine rating from Dick Johnson at Missoula in a Ford Tri-Motor and operated the flying school and charter service at Belgrade from 1940 to 1945, at which time he was drafted into the U. S. Army Air Corps.

John moved Lynch Flying Service to Billings in 1946 and operated this fine fixed base operation until his retirement in 1966. Besides being a Cessna distributor, Lynch Flying Service has an FAA approved flight school, repair station, charter service, full line service and fire bomber operation.

Lynch Flying Service is continuing its operation under the management of sons Dennis and Tommie, brother T. W. (Tom) Lynch, and sons-in-law Bob Palmersheim and Kent Weldon.

(Continued on Page 3)

**COMMUNITY AFFAIRS  
DEPARTMENT OF  
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 3

## *Administrator's Column*



The Board of Aeronautics met on December 19 and although many items were presented, I will discuss only some of the highlights of that meeting.

The Airport Development Aid Pro-

gram legislation update was presented by Dave Kneedler and the Board passed a motion to urge our congressional delegation to support an early passage of this bill, pointing out that Montana stands in jeopardy of losing another year of airport construction if this bill is passed too late. As of the date of this publication this bill is still in the Senate Sub-committee and has not been finalized.

Correspondence regarding Concorde flights into Great Falls was discussed at length. However, it was decided that the Board should make no commitments at this time due to a lack of sufficient information regarding range and environmental impact.

The feasibility of the Aeronautics Division purchasing an asphalt sealing machine was discussed. The Airport Managers Association requested that we take this matter under consideration and felt that this machine could be used by all airports in the state on some type of a reimbursement basis, however, that the purchase of such a machine by just one airport could not be financially justified. The Aeronautics Board recommended that additional information be obtained regarding purchase, operation and rental of this equipment and a detailed report made at the next Board meeting.

The Board passed on a motion to oppose possible airline deregulation. They feel this legislation would bring complete chaos to the airline industry and jeopardize Montana air service.

The Board decided their meetings will be held on a regular basis for the coming year and will be the third Thursday and Friday of every other month beginning in March.

\* \* \* \* \*

I attended the Airport Management Association convention held in Helena December 11 and 12. A series of very informative meetings was held and distinguished guests included Max Bard, Chief, Airports Division, Rocky Mountain Region, Denver, who gave a detailed update on the Airport Development Aid Pro-

gram, and Wallie Allen, FAA Airport Security Specialist from Billings, who spoke on airport security matters such as bomb deactivation and security personnel authority.



**Max Bard, Chief, Airports Division, Rocky Mountain Region, Denver, one of the speakers at the MAMA annual meeting.**

Many other interesting topics were discussed such as airport paving, airport vendors, airport automobile parking, and aircraft tiedown areas and a wealth of information and ideas were exchanged.

Election was held and the new officers of MAMA were elected as follows:

President—Frank Wolcott,  
 Bozeman Air Manager

Vice President—William Utter,  
 Great Falls International Airport  
 Director

Secretary-Treasurer — Robert Scarborough, Billings Airport Mgr.  
 Directors:

Tom Page, Missoula Airport Mgr.  
 Art Korn, Butte Airport Mgr.  
 David Kneedler, Chief, Airport  
 Airways Bureau, Aeronautics  
 Division

Executive Secretary — Hugh Kelleher, Helena Airport Manager

\* \* \* \* \*

We are receiving applications for pilot registrations at a high rate and it may be of interest to know that of those presently received, 47% are requesting the newsletter subscription, 44% the airport directory inserts, 37% the aeronautical chart, and (Continued on Page 3)

(Continued from Page 1)

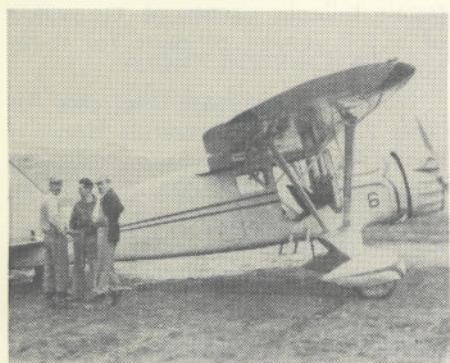
John and his wife Mildred reside in Billings and it must be very gratifying to see Lynch Flying Service carry on in its traditionally successful family operation.

John Lynch is one of the true pioneers of aviation in the state of Montana and has contributed a great deal of his time, not to mention his aircraft and personnel time, in aviation functions, search and rescue and emergency situations.

We of the Aeronautics Division would like to express our sincere appreciation to a great man who has done so much for the entire aviation community of the state of Montana.



John and Tom Lynch, taken in 1955 before Cessna 310.



Left to right, John, Tom and Leonard Lynch with 1936 Stinson SR-6 (1941).

(Continued from Page 2)

12% the directory covers. We have received many favorable comments and no derogatory comments regarding our new policy.

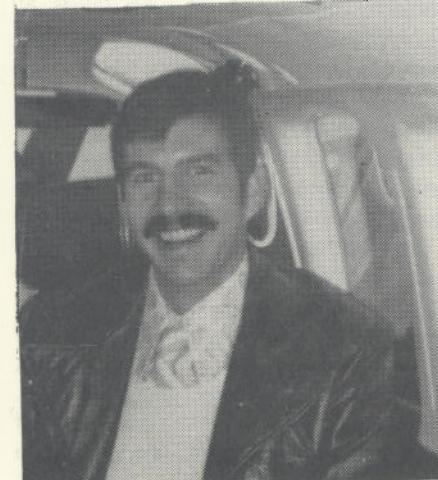
\* \* \* \* \*

The Department of Natural Resources transferred their Missoula based pilot to Helena and even though employed by the Department of Natural Resources, he will be assigned to



Left to right, Charles A. (Chuck), John, and Tom Lynch, in front of their Cessna 180 (1953). Charles A. Lynch was Director of the Montana Aeronautics Commission from January, 1962 to 1970.

the airplane pool administered by the Aeronautics Division for his flying duties. This will aid in the pilot demands and should eliminate the necessity of the Aeronautics Division hiring another pilot. The concept of the airplane pool seems to be progressing quite well and I feel that the seasonal and unforeseen pilot workloads are being more easily absorbed, thus eliminating for the most part any hardship on any one state flight department.



Rick Burger, Natural Resources pilot.

Our flying requirements were down somewhat during the month of December but have increased considerably so far this month. Our

policy of fixed base operator charter flying will remain in effect and you should see an increase also.

\* \* \* \* \*

Our aircraft registration applications are now coming in at a rapid rate and even though there has been a great deal of confusion over the tax requirements of the new House Bill 121, it would appear now that the county assessors and/or treasurers are informed of these requirements and less confusion is anticipated. Many of the applications are being received without the assessor's or treasurer's signature, or a 1976 tax receipt. Therefore, these applications are being returned. I would like to urge everyone who has not sent in their application to do so as soon as possible and if there is any question whatsoever, please feel free to call me collect and I will make every effort to help regarding this matter.

## INSTRUMENT APPROACH CHANGES AT BILLINGS

By: JAMES L. BERNET, Chief Pilot

It was recently brought to my attention that the DME ARC has been deleted from the Billings ILS approach and that approach radar is now required to make the ILS approach at Billings. Normally this

would be no problem, however, it seems like whenever the weather gets really bad things start to break down, so I decided to try to find out why the ILS is not authorized without approach radar, and how long this situation will exist.

I contacted Billings Flight Service Station who referred me to the Control Tower Watch Supervisor who handed me off to the Airways Facilities Manager who handed me off to the Flight Standards Section. I felt like I was making an approach at Denver.

Apparently the last ILS flight check determined that the Billings Localizer is unusable beyond 13 miles from the localizer antenna, approximately three miles outside the outer compass locator. Also, Mr. Smith of FAA Flight Standards and Mr. Frank Kelley of Airways Facilities informed me that the fix will be expensive and hinges somewhat upon what Congress does with FAA funding. Their estimates of the repair completion date is from nine months to three years, depending.

So what does this mean to the pilot who arrives over Billings Airport that is giving 400 obscured,  $\frac{3}{4}$  mile visibility and approach radar is inoperative? Just this, since TERPS (Terminal Instrument Approach Procedures) specifies a six mile final from a DME ARC to the final fix, that eliminates the ARC at Billings as the localizer is good only to about three miles outside the final fix (Sage). And by the same token you can't track outbound on the localizer and make a procedure turn as that maneuver is also beyond the usable portion of the localizer. OK, why not ADF to the outer compass locator from the VOR, make a  $90^{\circ}$ - $270^{\circ}$  and proceed down the important end of the ILS? Can't do, says Billings approach, not a published procedure. Besides, you would be limited to the NDB minimums which are 600 and one for classes A, B and C aircraft.

So, apparently if approach radar is inoperative we are stuck with non-precision minimums at Billings until the localizer is revamped, or until FAA authorizes something else.

## 1976 AIRPORT DIRECTORY REVISIONS RECEIVED

The new, completely revised 1976 airport directory inserts have been received and will be mailed around February 1 to all registered pilots who have ordered them. The inserts cost \$1.00 each.

Please help us keep information current on all Montana airports. In your travels throughout the state, if you notice any changes, please inform us. Your comments and suggestions are always welcome on new ways to improve this service.

## ACCIDENTS INEVITABLE

By: DALE UPPINGHOUSE  
Accident Prevention Specialist  
RM-GADO-1, Billings



There's a school of thought which goes, "You can't avoid having accidents." Take the pilot who lands at a remote snow-covered field. On landing he discovers the snow was a bit deeper than he had anticipated. There is no one around. On his first attempt to get back into the air, he gets nowhere. He decides to use the tracks he has made. This time it goes a little better but even with flaps and full throttle, the airplane is too close to the fence and trees before it's ready to fly. Finally, on one attempt it looks like it might reach flying speed just before reaching the fence. He keeps going, takes out part of the fence, and crash lands in the trees.

This pilot said, "There was no way that accident could have been avoided, in that situation. . ." And he was right. The key word being "situation." The compelling urge to make

good a takeoff run which obviously wasn't going well created the "situation." Sure, there was pressure to get the aircraft out; but, as it turned out, it stayed there for quite a while longer, eventually coming out in pieces.

This pilot was a student of the "You can't avoid having accidents" school of thought.

A close look at accidents reveals that few, if any, ever needed to have taken place. Recent accidents have included an attempted takeoff in a tail dragger with a strong cross-wind from the left. A runway into the wind was available. Another pilot taxied some distance in the snow using brakes to steer. He then ran up the engine in the 20 degree temperature. Guess what happened within the brake assembly during this operation. Now guess what happened on the attempted takeoff. The fence needs repairs and so does the airplane.

The "You can't avoid having accidents" school does not use check lists. A recent belly landing pointed this out.

Recently three landing accidents to retrieve coyote pelts have run up repair bills in excess of the value of a full season of pelts for these hunters.

Now let's consider the case of "Old 728," a DC-3 recently donated to the Henry Ford Museum. Old 728 accumulated 84,875 total hours. "**N-21728 was never involved in an accident.**" The dozens of pilots who flew Old 728 had engine failures, operated in tough winter conditions, and made countless landings. (Much of the flying was in the service of North Central Airlines). Do you think accidents are inevitable?



## FAA CERTIFICATES ISSUED RECENTLY TO PILOTS

### STUDENT

James E. Strother, Casper, Wyo.

## PRIVATE

Leon D. Kohl, Forsyth  
Robert R. Oakes, Sheridan, Wyo.  
Lester L. Jensen, Billings  
Clarence M. Smith, Sidney  
Arnold E. Kallestad, Belgrade  
Arnold M. Schlagel, Great Falls  
Dave W. Ferris, Dillon  
Gregory A. Stratford, Butte  
Edward L. McKnight, Helena  
William P. Jones, Harlowton  
William B. Mitchell, Malta  
Ronald E. Hanson, Malta  
Marvin L. Porteen, Shelby  
Harold L. Poulsen, Great Falls  
Ralph M. Duncan, Canada

## COMMERCIAL

Larry D. Blanton, Butte

## MULTI-ENGINE RATING

George A. Dander, Hamilton

## INSTRUMENT RATING

Joe F. Marsh, Glasgow  
Scott L. Erickson, Libby  
Wayne D. Gochanour, Anaconda  
Alton W. Cottrell, Butte  
William J. Yaeger, Helena  
Harry B. Mitchell, Great Falls  
Darrel C. Millard, Williston (Reinstate)

David M. Nathe, Kalispell

Mark A. Hotchkiss, Butte

## FLIGHT INSTRUCTOR

Brian W. Christofferson, Eureka  
Ronald L. Frazee, Billings

Willard A. Gustafson, Kalispell

## MILITARY COMPETENCE

Kevin T. Campbell, Missoula

## MECHANIC

James R. Heppner, Helena (AM, PM)  
Winiford D. Brandon, Helena (PM)

## GROUND INSTRUCTOR

Steven H. Watts, Miles City

## AIRFRAME MECHANIC

Guy D. Jensen, Dagmar  
Charles H. Redd, Jr., Great Falls  
Kenneth L. Offerdahl, Great Falls  
Robert L. Omlid, Watford City, ND

## PARACHUTE RIGGER

Marshall B. Turner, Parkville, MO



John O. Nordhagen, President of Choteau Flying Service.

## CHOTEAU FLYING SERVICE, INC.

By: TED MATHIS



This month we visited Choteau Flying Service, Inc. which is located at the Choteau Airport. This fixed base operation provides 80/87, and 100 octane aviation fuel, major airframe and powerplant maintenance, charter, and student instruction. They specialize in agricultural operation using the Aero Commander Snow.

President of Choteau Flying Service is John O. Nordhagen. John is a native of the Choteau area and has worked in aviation there for many years. He is a commercial pilot with airplane single and multi-engine ratings as well as type ratings in DC-3, DC-4 and B-29. He is also an airframe and powerplant mechanic and an authorized inspector.

John served in the military as a pilot with the first B-29 group to go overseas in April of 1944. During

the course of World War II he served with the 20th and 21st Bomber Command. As if one war wasn't enough, he also served in the Korean conflict flying with M.A.T.S. on the Alcan run out of Malmstrom and with the 37th Air Rescue SB-29 group in Japan.

John has operated Choteau Flying Service since 1948 with time out for active military duty in 1951 and 1952. He is married and has one son and one daughter. He is active in the Montana Aviation Trades Association, V.F.W. and American Legion and enjoys fishing and hunting when he gets the time.

Pilots landing at Choteau can contact Choteau Flying Service on unicom 122.8. Tiedowns and ground transportation are available. During our visit there we found their service cordial and their facilities neat and clean.

## JAYCEENS AWARD

Word has been received from Pann Mallas of Ennis, Montana, that the Madison Valley Jayceens received 2nd place at the state meeting in Malta in December for Jaycee Assistance Project. This award was given for their project of serving 350 people at the Big Sky Airport Dedication.

The Madison Valley Jayceens competed against other chapters from towns of 2,000 people and less. It was the first time they had entered a project in competition.



Hangar and office facilities of Choteau Flying Service.

## A BALLAD OF HEZIKIAH DYER

By: H. W. DEMMERLY  
Accident Prevention Specialist  
RM-GADO-5, Helena



Hezikiah Dyer was a bold, brand new  
flyer,  
The scourge of the ether was he,  
He zoomed through the air with nary  
a care  
Blythe spirit, unfettered, and free.  
  
He showed off his skill by buzzing  
each hill,  
Each ranch, each valley, each town,  
His episodes shady had frightened  
each lady  
And gent in the countryside 'round.  
  
Evincing no care for safety in the air  
Ignoring all constraining rules,  
It was strictly a whim of the moment  
for him  
He was the most foolish of all flying  
fools.

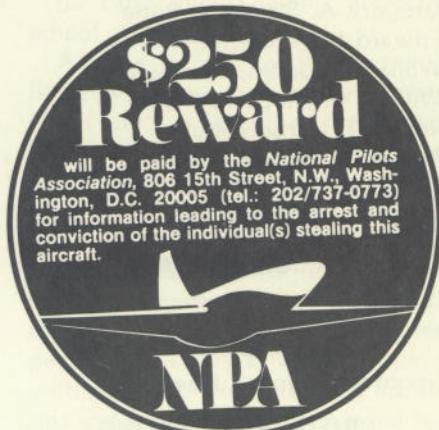
Hez knew a chick who lived by a  
crick,  
And decided to give her a buzz.  
His rule violation caused no  
consternation,  
He feared not the aerial fuzz.  
  
While performing his trick for the  
chick by the crick,  
His engine began to lose power.  
At five oh feet, its irregular beat  
Caused Hez to shiver and cower.  
  
There's a moral because, if you're out  
to buzz,  
Think of old Hez 'fore you try it.  
If you're going to throw out common  
sense and all doubt,  
Don't buzz the farm, YOU MAY BUY  
IT!

## NATIONAL PILOTS ASSN. INTRODUCES AIRCRAFT THEFT PROTECTION PROGRAM

The National Pilots Association announced a new aircraft theft protection plan available to all of NPA's plane-owning members at no extra cost. The new program, backed by all of NPA's resources, was created "in recognition of the ever growing number of aircraft thefts which are reported daily to the police and the aviation press," according to NPA Executive Director William H. Ottley.

In announcing the service Ottley described it as "simplicity itself". All NPA members are invited to register

basic information about their aircraft (N-number, manufacturer, type, horsepower and color) with the National Pilots Association, which then provides two anti-theft decals (as shown below) to the plane owner for use in warning potential thieves that his is a protected aircraft.



Should a theft occur, a telegram, letter or phone call to National Pilots Association headquarters (202/737-0773) triggers the protection program. NPA notifies appropriate law enforcement agencies advising them of the circumstances of the theft and officially posts a \$250 reward for information leading to the recovery of the missing aircraft. "This \$250 reward is in addition to any other sums posted by the pilot, the insurance company or others," Ottley emphasized.



## CALENDAR

**January 31 — FINAL DATE FOR AIRCRAFT REGISTRATION.**

**March 18-19**—Board of Aeronautics Meeting, Helena.

**March 22-26**—Aerial Applicators Training Course, Montana Department of Agriculture, Bozeman. (See next issue for more details)

**April 5-9**—Aeronautics Division sponsored Flight Instructor Refresher Course, Travelodge, Helena.

**May 20-21**—Board of Aeronautics Meeting, Helena.

**May 27-31** — Angel Derby, Quebec, Canada to Fort Lauderdale, Florida.

**June 13** — Langhus Fly-In, Big Timber.

**June 11-13** — National Pilots Association Eleventh Annual Summer Fly-In Weekend, Basin Harbor Club, Vergennes, Vermont. Members and non-members invited. For more information write NPA, 806 15th St., N.W., Washington, D.C. 20005.

**July 4** — Sondreson Fly-In, Polebridge.

**July 22-23** — Board of Aeronautics Meeting, Helena.

**September 23-24** — Board of Aeronautics Meeting, Helena.

## Letters to the Editor

The following letter was not directed to the Aeronautics Division, but a carbon copy was received by us, and with the permission of the writer, we are sharing it with our readers.

Mr. Tom Walenta  
General Aviation District Office  
Federal Aviation Agency

Logan Field  
Billings, Montana

Dear Tom:

Is there any way we can get pilots to report accidents to someone, law enforcement offices, airport personnel, or even just a cop on the street. While the pilot might think the damage is small it might save a lot of time and expense for the county and whoever is making the search.

In this instance last night a trapper noticed the upside down aircraft and called it in to the sheriff's office. They in turn called me and I checked with the flight service office in Miles City. They had no report of anything missing but the trapper had said it appeared to be a small red and white airplane. There had been an unknown red and white Cessna 150 at the airport here in the afternoon so I thought possibly that might have been it. As long as no one had reported the accident we didn't know whether the pilot had been able to get out or was even dead. By the time we got out in the country it was

dark and we were unable to locate the aircraft. We finally got the trapper out there and he even had a hard time establishing the approximate location. We walked on foot in the deep snow all over the area until we found it. In the meantime the trapper with his 4-wheel pickup got struck and tore out his clutch. We still didn't know whether the pilot was wandering around out there in a daze as there was blood in the airplane. Altogether we put in 5 hours on the search in total darkness. There were three from the sheriff's department (later supplemented by the Sheriff and Undersheriff), myself, the trapper and two farmer-ranchers. I don't know who is going to pay for repairing the trapper's pickup.

All of this could have been saved by a simple telephone call that there had been a small accident, all persons were accounted for and no injuries.

Yours truly,  
/s/ George Tillitt  
Airport Manager  
City of Forsyth

## FLIGHT LINE, INC. RECEIVES AIR AGENCY CERTIFICATE

By: LESTER E. SEVERANCE, Chief  
RM-GADO-5, Helena

On December 8, 1975, Lester Severance, Chief, Helena GADO, presented the air agency certificate to

Flight Line, Inc., Bozeman, Montana, authorizing their flight school to conduct flight and ground training under FAR 141 (Revised) for the following courses:

Private pilot, private test course, instrument rating, commercial pilot, commercial test course, additional aircraft rating (multiengine and multi-engine limited to centerline thrust).

With these approvals, Flight Line, Inc. has the largest number of approved training courses within our district.

The presentation was made to Paul Newby, Chief Pilot and Vice President of Flight Line, Inc. and witnessed by Al Newby, President of Flight Line, Inc.

Flight Line, Inc. recently moved into their newly constructed building which houses their flight operation and FAA approved maintenance facilities. The building layout is well planned to utilize the space in a very efficient manner.

## TOWER OPERATIONS

	Total Operations	Instrument Operations
<b>NOVEMBER 1975</b>		
Billings	7,835	2,114
Great Falls	6,485	2,517
Missoula	6,813	688
Helena	4,169	669
<b>DECEMBER 1975</b>		
Billings	7,106	2,149
Great Falls	5,885	2,729
Missoula	4,373	690
Helena	4,039	792



Lester E. Severance presenting Air Agency Certificate to Paul Newby, Flight Line, Inc., Bozeman and Al Newby, President of the company.



MAMA officers, right to left, front row: Hugh Kelleher, Executive Director; Robert Scarborough, Secretary-Treasurer; Art Korn, Director. Back row: David Kneedler, Director; Frank Wolcott, President; William Utter, Vice President; Tom Page, Director.

## ANGEL DERBY ALL WOMEN'S INTERNATIONAL AIR RACE

The All Women's International Air Race, Inc., is organized and conducted in accordance with the Sporting Code of the Federation Aeronautique Internationale and with the Sporting Regulations of the National Aeronautic Association. Entries opened January 15, 1976, entry fee is \$2.00. Address entries to All Women's International Air Race, Inc., P. O. Box 9125, Fort Lauderdale, Florida 33310.

This bicentennial historical flight is sponsored by the City of Fort Lauderdale, Florida, will start May 27 at Quebec City Airport, Quebec, Canada,

### MEMBER

#### NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



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